

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting – April 27 - 29, 2021

RECOMMENDATION DOCUMENT

FAA Control #21-01-359

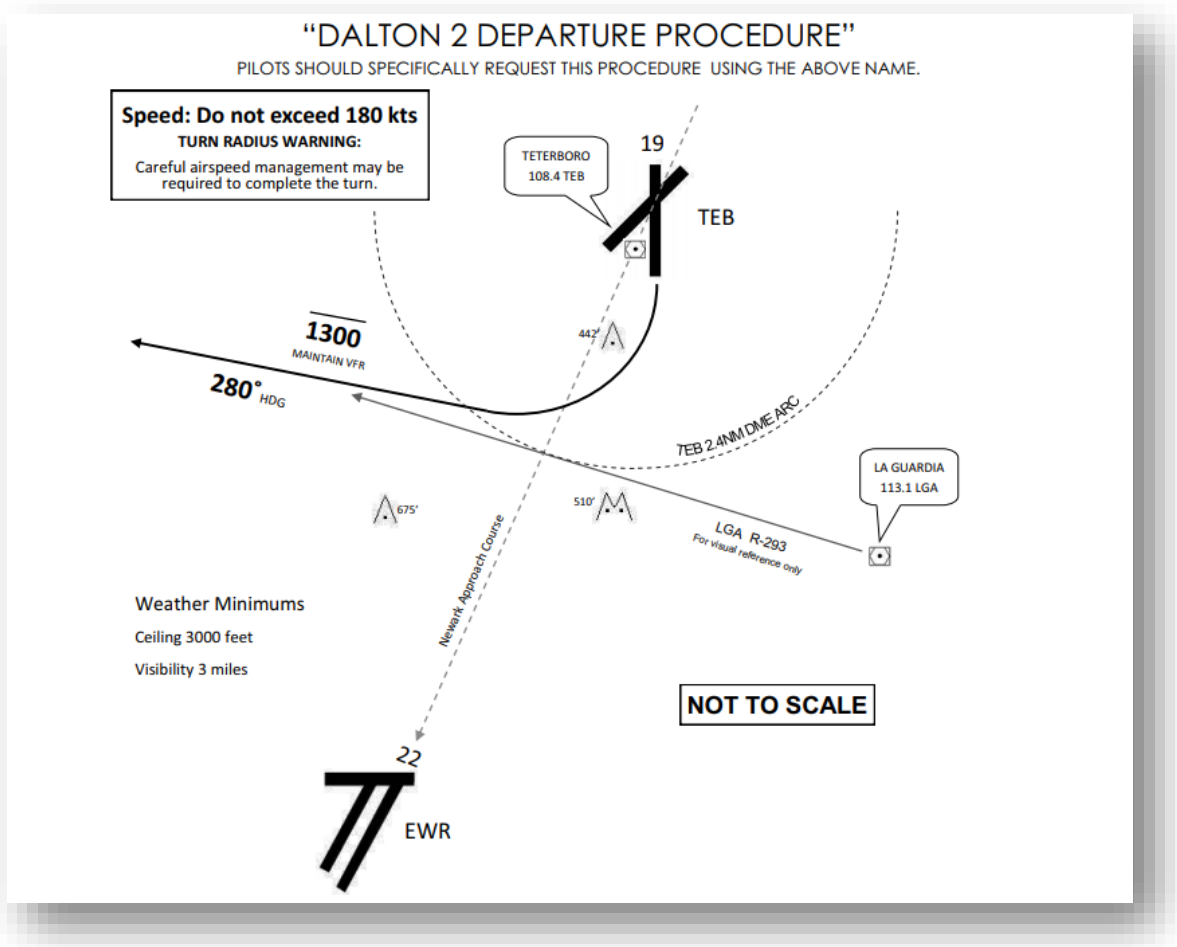
Subject: Chart Supplement Visual Departures & Noise Abatement Procedures

Background/Discussion:

The Special Notices section of the Chart Supplement includes visual departure and noise abatement procedures. Since these are included in the Chart Supplement, instead of the Terminal Procedure Publication (TPP) with the rest of the procedures, it is harder for pilots to find them and for Garmin to provide in our digital products.

Visual Departure chart examples:

- KTEB – DALTON 2 Departure Procedure (RW19 Visual)



- KPWK – CABAA Visual Departure Runway 16
- KASE – COZY 1 Visual Runway 33

Noise Abatement chart examples:

- KSFO - Noise Abatement Procedures

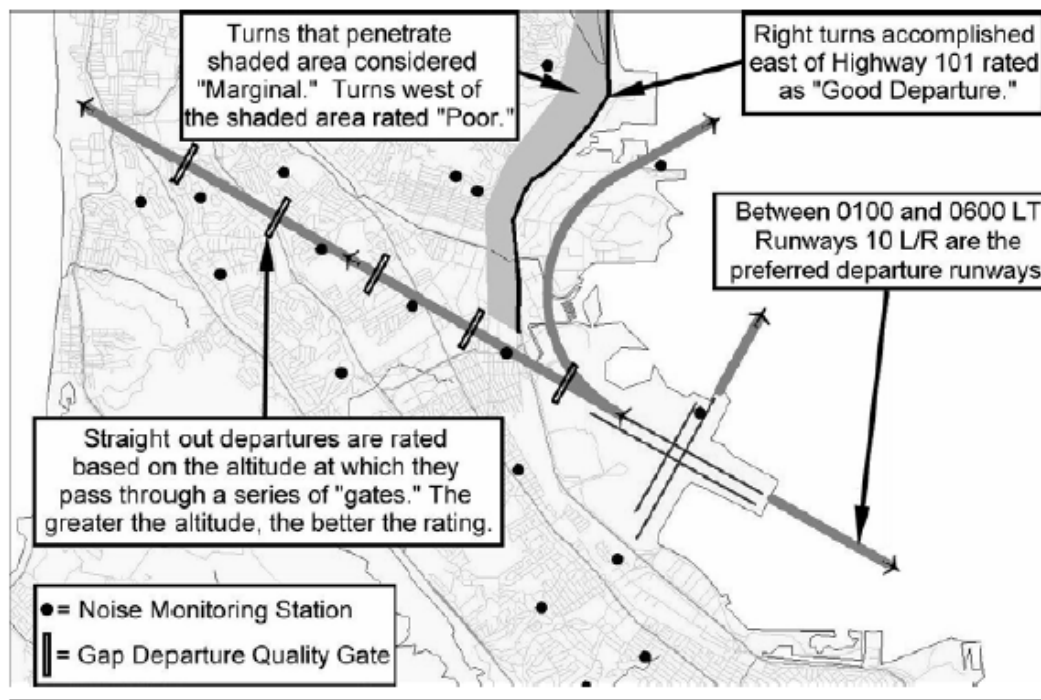
Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

(a) **Preferential Runway Use Program**—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

(b) **Shoreline Departure Turn Quality**—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. **This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.**

(c) **Gap Departure Climb Quality**—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. **It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.**

(d) **Noise Exceedance Rating**—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.



- KLAX - Noise Abatement Procedures
- KSAN - Aircraft Noise Prohibitions/Restrictions

Also, the quality of these graphics is not very good and does not lend itself well for digital representation in Garmin's electronic flight bag (EFB) applications and portables.

Recommendations:

Since these Chart Supplement pages includes departure-like procedures which can be requested by pilots, and can be assigned/approved by ATC, I think it would be better for these to be included in the Terminal Procedure Publication (TPP) as a DP/ODP or part of the takeoff minimums section.

1. Move the visual departures and noise abatement procedures from the Chart Supplement (CS) to the Terminal Procedure Publication (TPP).

Some of the options to move them to the TPP:

- Convert visual departure charts to an FAA OPR SID/ODP
- Convert noise abatement procedures to a graphical ODP
- Move to be part of the Takeoff Minimums/Departure Procedures section of d-TPP for these airports

2. Increase the quality of the images for better display in Garmin's electronic flight bags (EFBs) and portables

Comments:

None

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MEETING 21-01

Joshua Fenwick, Garmin, briefed the new recommendation. He explained that the Chart Supplement contains graphic visual departure and noise abatement procedures that he believes would be better placed in the Terminal Procedures Publication (TPP). In order to do this, he said consideration could be given to converting these procedures to a Standard Instrument Departure (SID) or Obstacle Departure Procedure (ODP) or to placing them with the textual Takeoff Minimums. This would allow for publication in the TPP. He also recommends improving the quality of graphics for better display in electronic flight bags (EFBs).

Jeff Rawdon, FAA/AFS-420, explained that these procedures cannot be converted to ODPs because those are strictly for obstacle clearance. Jeff said there is no support for adding charted visual departure procedures to the TPP. He said if ATC wanted to create a SID that served noise abatement purposes, they could decide to do that and it would be published in the TPP. Joshua said he is open to other suggestions and asked if they could be published as

Specials. Jeff said that they do not meet the purpose of a Special and added that as Specials are not for public use, they are not published in the TPP.

Rich Boll, NBAA, agreed with Jeff that VFR departures are not instrument procedures and cannot be placed in the TPP because they do not meet TERPs criteria. He does agree that it would be helpful to make them more readily accessible to the pilot. Joshua agreed that his biggest concern is that these procedures are “hidden” in the back of the Chart Supplement.

Valerie Watson, FAA/AJV-A250, said these procedures will have to remain in the Chart Supplement. She said the work being done by the Chart Supplement team to apply XML tags to Supplement content will help make these procedures more accessible. With regard to the image quality, she said this will be difficult to accomplish because the graphics are submitted to Aeronautical Information Services camera-ready. Joshua agreed that XML tagging will be a big help.

Daniel Wacker, FAA/AFS-420, suggested adding “VFR” to the name of the visual departure procedure. Rich agreed since there has been pilot confusion and that would help them understand they are not operating under instrument flight rules.

Valerie summarized the issue. She said there was agreement that VFR Departure Procedures do not belong in the TPP and will remain in the back of the Chart Supplement. She said the ability to search by airport identifiers will be improved as the work to enhance the digital Chart Supplement XML file is completed. With regard to the poor quality of the graphics, she suggested that users send in specific requests for graphics that need to be improved through the Aeronautical Information Portal. Joshua asked how they will receive future status updates on the XML tagging improvements. Valerie said that Jeff Lamphier, FAA/AJV-A240 will add that topic to his Chart Supplement Modernization briefing that he provides at every ACM. There was agreement to close this issue.

STATUS: CLOSED